

RTIP ID# <i>(required)</i> RIV071262				
TCWG Consideration Date February 23, 2010				
Project Description <i>(clearly describe project)</i> The City of Palm Desert (City) proposes to improve the intersection of Highway 111 (Hwy-111) and Plaza Way. Proposed improvements include installation of a second westbound left turn lane on Hwy-111 and combining the northbound left and through movements into one lane on Plaza Way.				
Type of Project <i>(use Table 1 on instruction sheet)</i> Intersection Channelization				
County Riverside	Narrative Location/Route & Postmiles Hwy-111 at Plaza Way Caltrans Local Assistance Projects – FPN: CML 5414(010)			
Lead Agency: City of Palm Desert/CEQA; Caltrans/NEPA				
Contact Person Ryan Gayler	Phone# 760-776-6450	Fax#	Email rgayler@cityofpalmdesert.org	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 PM10 X				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
X Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action:				
NEPA Delegation – Project Type <i>(check appropriate box)</i>				
Exempt	X Section 6004 – Categorical Exemption		Section 6005 – Non-Categorical Exemption	
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	10/13/2004	5/1/2010	5/1/2010	10/2010
End	4/30/2010	6/1/2010	6/1/2010	2/2011

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

The purpose of this project is to:

- Provide additional vehicular storage in the left turn lanes to prevent queuing into the number one lane on Highway 111 northbound at Plaza Way, improving safety;
- improve traffic operations by reducing the left turn phase cycle time at Highway 111;
- allow more vehicles to pass through the south leg of the Highway 111/Plaza Way interchange by flattening the cross gutter, resulting in less congestion by allowing more vehicles to turn per each cycle because the left turn phase will take less time;
- construct a bus turnout to move buses out of the travel lane, minimizing congestion and rear-end collisions due to buses blocking the number three lane traffic at Highway 111 and San Pablo;
- reduce air quality impacts by making the sidewalk on Highway 111 contiguous through the City of Palm Desert and providing ADA access.

This project is needed because of the following existing factors:

- Currently, congestion caused by vehicle stacking is common at the Highway 111/Plaza Way intersection due to a short single left turn lane and an abrupt dip at the cross gutter at the south end of the intersection, causing vehicles to come almost to a stop to negotiate the dip. The average daily traffic without these improvements is 42,800 vpd and after improvement is estimated to be 44,000 vpd, removing the stacked vehicles from the through lanes.
- Vehicle stacking in the left turn lane on northbound Highway 111 to southbound Plaza Way creates queuing in the number one lane, causing a safety hazard, mostly in the form of rear-end accidents. A total of 21 collisions (16 property damage only and 5 injury) occurred at this intersection between January 1, 2004 and December 31, 2006.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

Commercial (Retail)

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Existing No Build, Hwy-111, ADT = 27,600, Truck ADT = 2,015 (7.3%), LOS = B

Existing Build, Hwy-111, ADT = 27,600, Truck ADT = 2,015 (7.3%), LOS = A

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Not available

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Existing No Build, Plaza Way, ADT = 6,200, Truck ADT = 453 (7.3%), LOS = B

Existing Build, Plaza Way, ADT = 6,200, Truck ADT = 453 (7.3%), LOS = A

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
Not available

Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)

See attached

Comments/Explanation/Details (*attach additional sheets as necessary*)

See attached

PM₁₀ and PM_{2.5} Analysis

The proposed project is located within a nonattainment area for the federal PM₁₀ standard. Therefore, per 40 CFR Part 93, hot-spot analyses are required for conformity purposes. However, the EPA does not require hot-spot analyses, qualitative or quantitative, for projects that are not listed in Section 93.123(b)(1) as an air quality concern. The project does not qualify as a project of air quality concern (POAQC) because of the following reasons:

1. The proposed project is not a new or expanded highway project. The proposed project is an intersection channelization project that does not increase the capacity of Hwy-111 or Plaza Way. This type of project improves intersection operations and safety by reducing traffic congestion and improving turning movements. Based on the *Traffic Study* (City of Palm Desert, January 2010), the traffic volumes along Hwy-111 or Plaza Way would not exceed the 125,000 average daily traffic trips threshold for a POAQC. In addition, the traffic volumes would not exceed the 8 percent or 10,000 vehicle thresholds for total truck AADT for a POAQC.
2. The proposed project does not affect intersections that are at LOS D, E, or F with a significant number of diesel vehicles. Based on the *Traffic Analysis*, the proposed project would reduce the delay and improve the LOS at intersections within the project vicinity. The LOS conditions in the project vicinity with and without the proposed project are shown in Table 6.2-1.

Table 6.2-1 Highway 111/Plaza Way Intersection Analysis

Intersection Summary	AM Peak Hour		Mid-Day Peak Hour		PM Peak Hour	
	Existing	Proposed	Existing	Proposed	Existing	Proposed
Level of Service	A	A	B	A	B	A
Total Delay (hours)	7	6	22	22	21	21
Avg. Speed (mph)	18	19	18	18	18	18

Source: *Traffic Analysis*, City of Palm Desert, January 2010

3. The proposed project does not include the construction of a new bus or rail terminal.
4. The proposed project does not expand an existing bus or rail terminal.
5. The proposed project is not in or affecting locations, areas, or categories of sites identified in the PM_{2.5} and PM₁₀ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Therefore, the proposed project meets the CAA requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The proposed project would not create a new, or worsen an existing, PM₁₀ or PM_{2.5} violation.